

CITY OF FORT LAUDERDALE, FLORIDA

TRANSPORTATION ELEMENT

NOVEMBER 2004

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Introduction

The City originally adopted its Comprehensive Plan in 1989. This plan was prepared relative to the State Growth Management Act and Rule 9J-5 that were in effect in 1989. The 1989 Comprehensive Plan included the Traffic Circulation, Mass Transit, and Ports, Aviation and Related Facilities Elements along with other elements which were required at that time.

Rule 9J-5 was amended by the State subsequent to the adoption of the City's Comprehensive Plan. Relative to transportation, 9J-5 now requires each City to submit a new Transportation Element to replace the existing transportation-related elements detailed above.

The Transportation Element has been prepared consistent with both State requirements and the Broward County Transportation Plan. This document contains the support documents for the Transportation Element along with the Goals, Objectives and Policies. Additionally, an Index Table that cross references Rule 9J-5 with the GOP's has been provided in the Appendix.

Support Document

The support document for the element contains data and analysis relative to the City's transportation systems. Unlike the Goals, Objectives and Policies, this portion of the Transportation Element will not be adopted by the City. The data utilized is based upon information provided from several sources including: the City of Fort Lauderdale, the Downtown Fort Lauderdale Transportation Management Agency (DFLTMA), the Fort Lauderdale Executive Airport, Broward County Metropolitan Planning Organization (MPO), Broward County Transit (BCt), Port Everglades, the Florida Department of Transportation (FDOT) and the Commuter Services of South Florida. The data contained in the Transportation Element is required by State law per Rule 9J-5. The rule also dictates the analysis required to be contained in the support document. The following summarizes the major components of the Transportation Element's Support Document.

Supporting Data and Analysis

The Transportation Element contains an analysis of the City's existing and future transportation systems. This analysis includes surface roads, bicycle and pedestrian features, parking facilities, mass transit and ports. A major emphasis of the element is the interaction between the City's transportation systems and existing and future land uses. The remainder of this portion of the Executive Summary details the major features of the existing and future transportation network relative to: surface roads, bicycle features and parking facilities.

Existing Transportation System Components

The existing transportation network has been analyzed in the Transportation Element as required by Rule 9J-5. Figure 1 on page 3 details the existing number of lanes in the City. This information is based upon data obtained from both the Broward County MPO and FDOT.

The City's existing bicycle system was also analyzed in conjunction with the Transportation Element. This information is based upon a County wide assessment of sidewalk and bicycle facilities by the MPO. Aerial reviews and field checks were also conducted to obtain additional information. The existing bicycle system is provided in Figure 2 on page 4.

Major parking facilities were identified in the City based upon the County's evaluation criteria. The evaluation criteria required parking lots with five hundred (500) or more parking spaces to be analyzed. Figure 3 on page 5 shows that the majority of these parking facilities are located within the City's downtown area.

Data related to the Transit facilities in the City was obtained from the Broward County Division of Mass Transit (BCt). Existing Transit ridership figures and routes was also obtained from the DFLTMA as well. Figure 4 on page 6 summarizes the BCt transit routes while Figure 5 on page 7 details the locations of DFLTMA transit routes. Finally Figure 6 on page 8 provides the locations of all intermodal facilities in the City.

A major feature of several of these figures is the location of the Urban Development Area (UDA). This portion of the City could also be described as either the urban core or downtown. Because the UDA contains professional office buildings, cultural and civic centers, entertainment complexes and residential developments, it serves important functions for the City. Additionally, this area is also located within the County's Transportation Concurrency Exception Area (TCEA). This designation eliminates the need for the payment of concurrency-related roadway impact fees for new plats and re-plats of existing parcels. Instead of roadway fees, platting activities need to be accompanied by the payment of transit impact fees.

The support document also includes an analysis of the City's existing parking policies. Specifically, the element synthesizes many of the existing parking studies that have been performed for the City and attempts to summarize the findings. Based upon this analysis, several recommendations are included for future activities and parking studies. The majority of these future studies involve either the UDA or the beach area of the City.

Figure 1 – Existing Surface Roadway System
(Figure 2 – Number of Lanes, from SD)

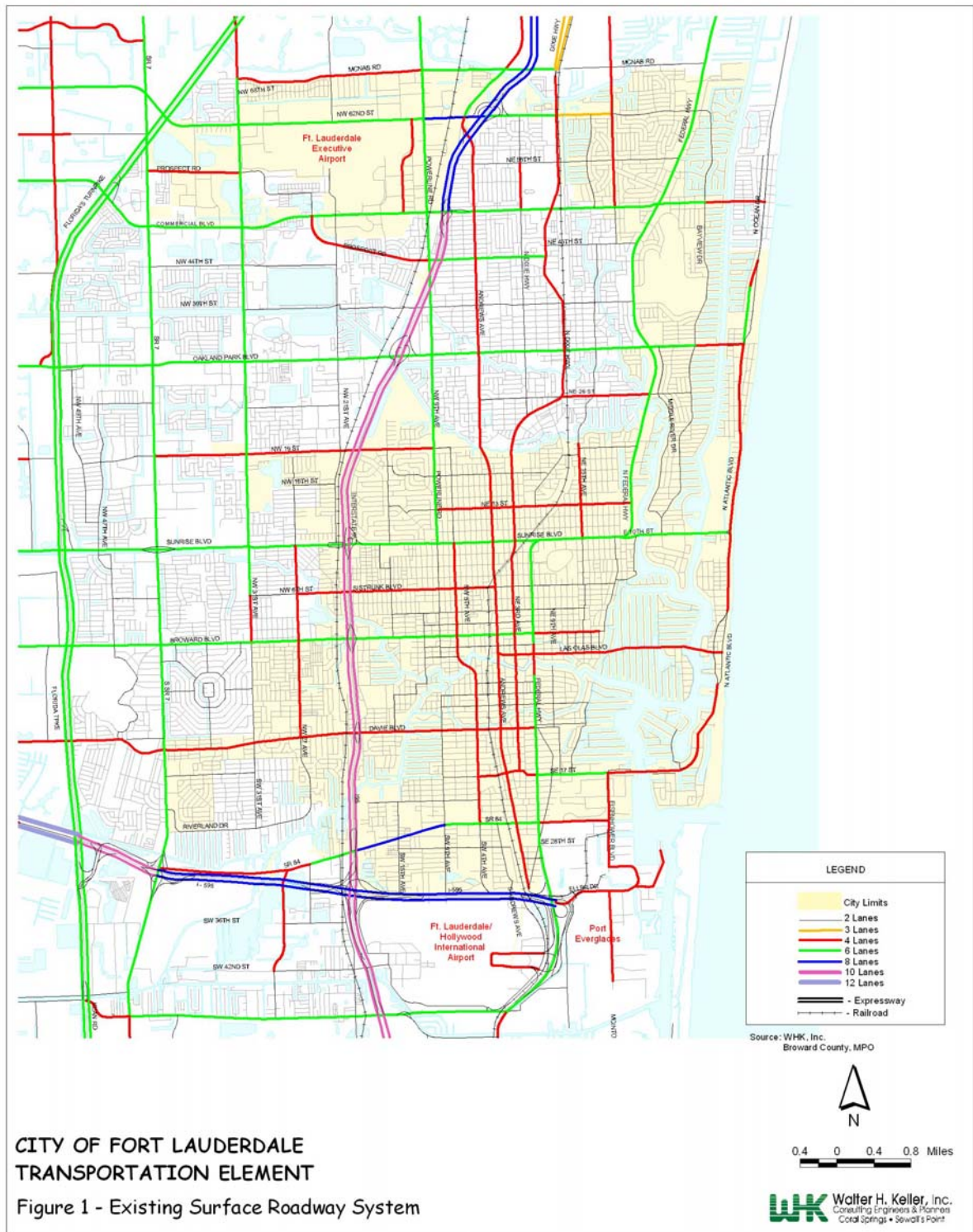


Figure 2 – Significant Bicycle Facilities
(Figure 10 – *Significant Bicycle Features*, from SD)

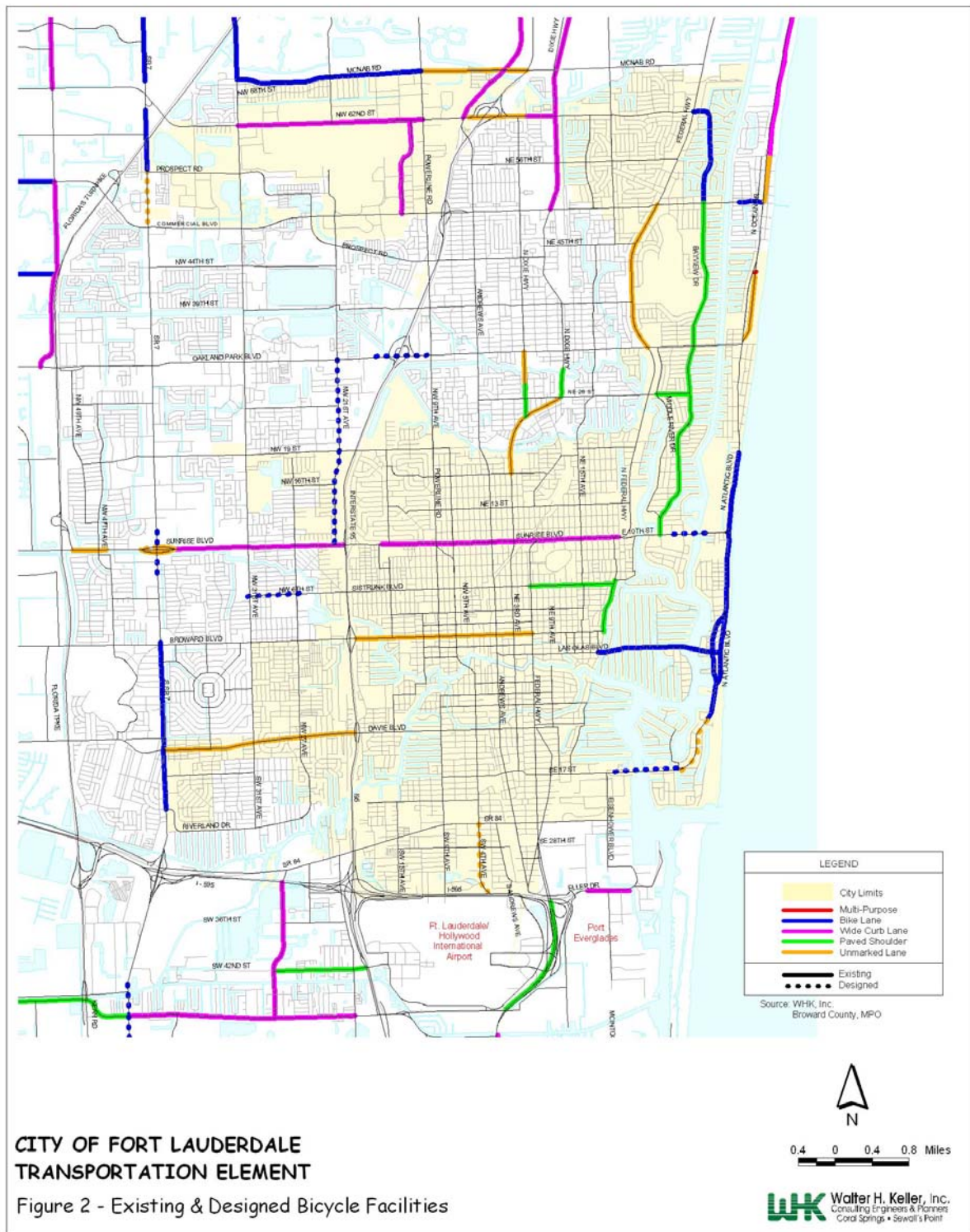


Figure 3 – Significant Parking Facilities
(Figure ## - Parking Locations, from SD)

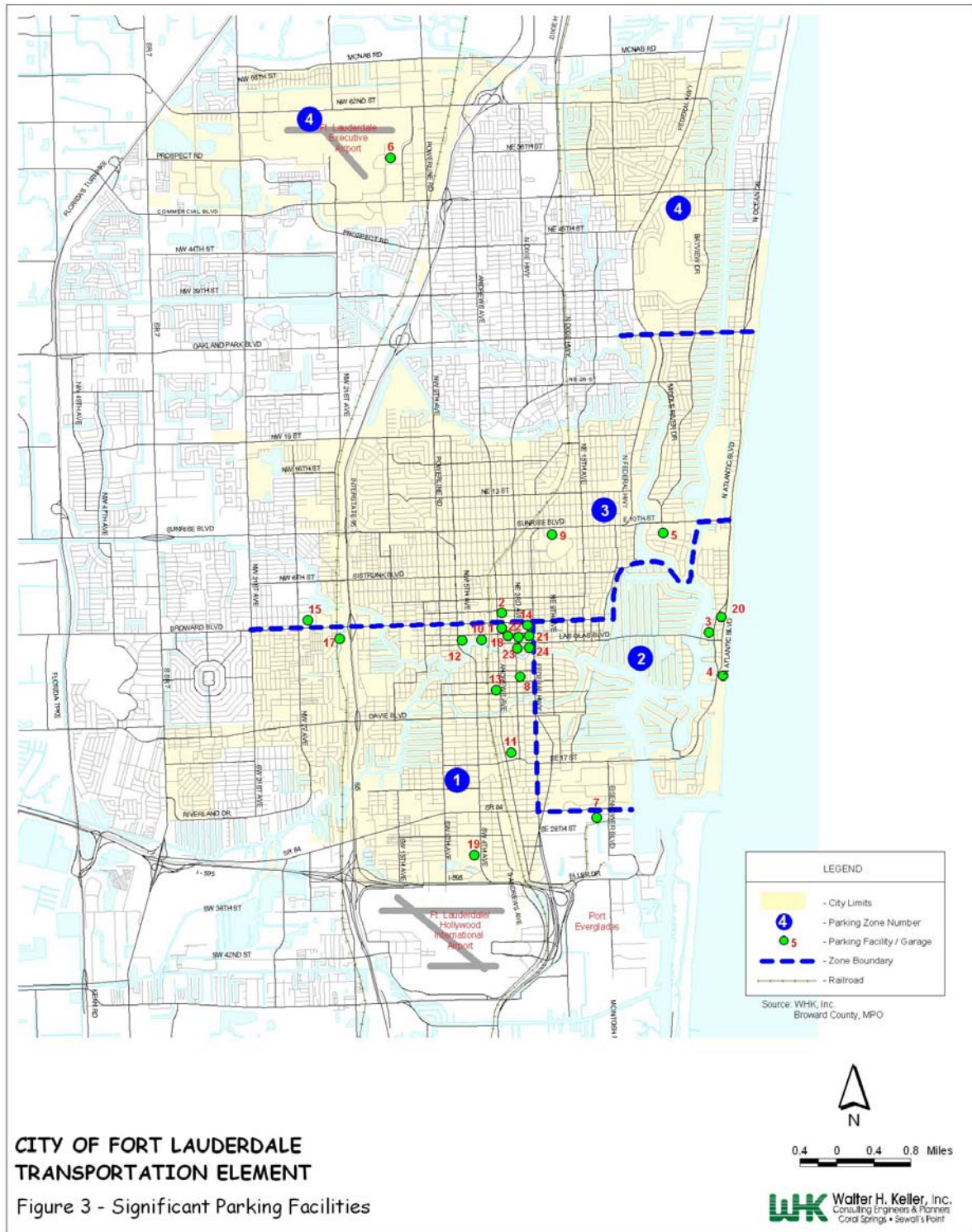


Figure 4 – Existing BCt Transit Routes
(Figure 7 – Existing Bus Routes, from SD)

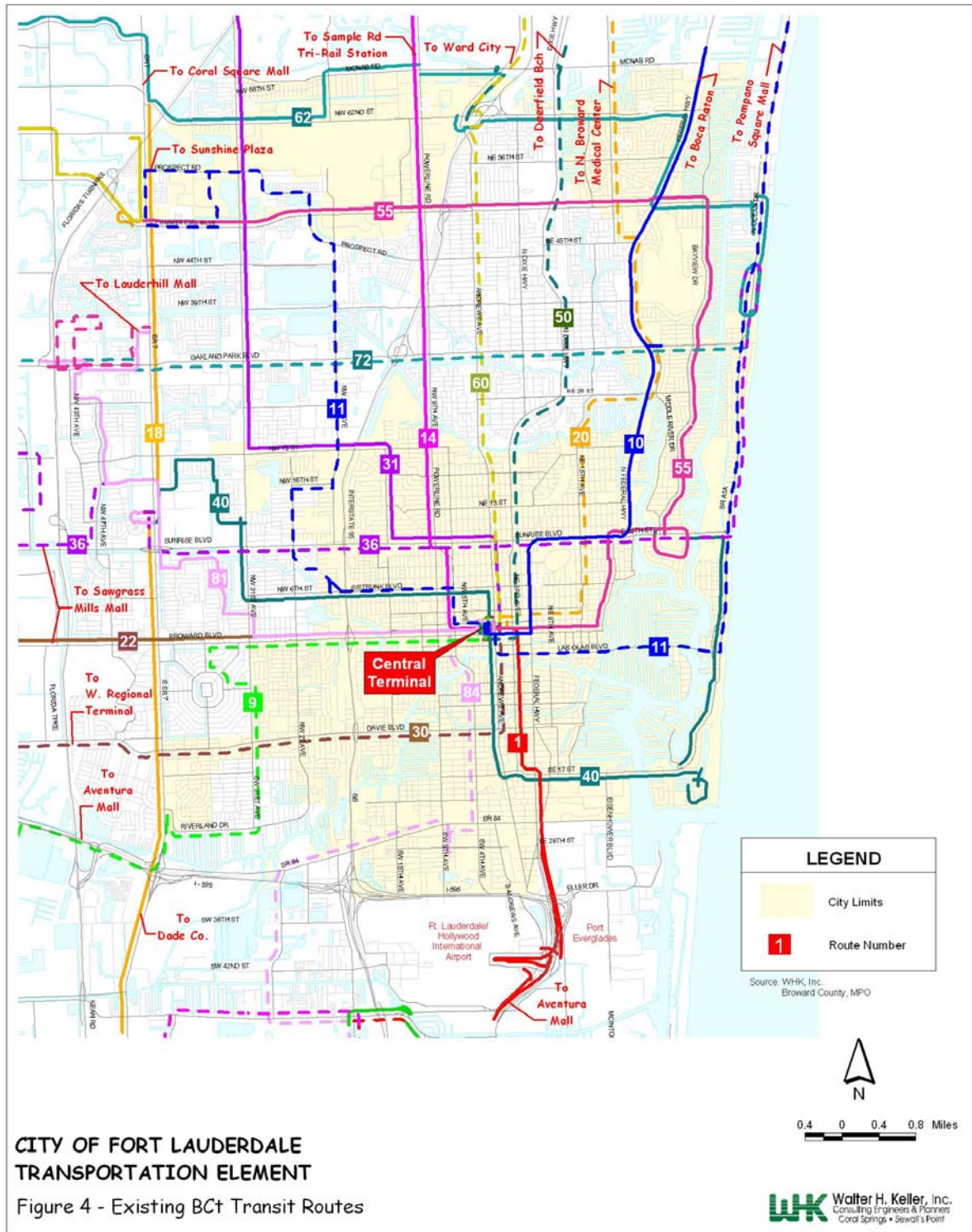


Figure 5 – Existing DFLTMA Transit Routes
(Figure 8 – *DFLTMA Routes*, from SD)

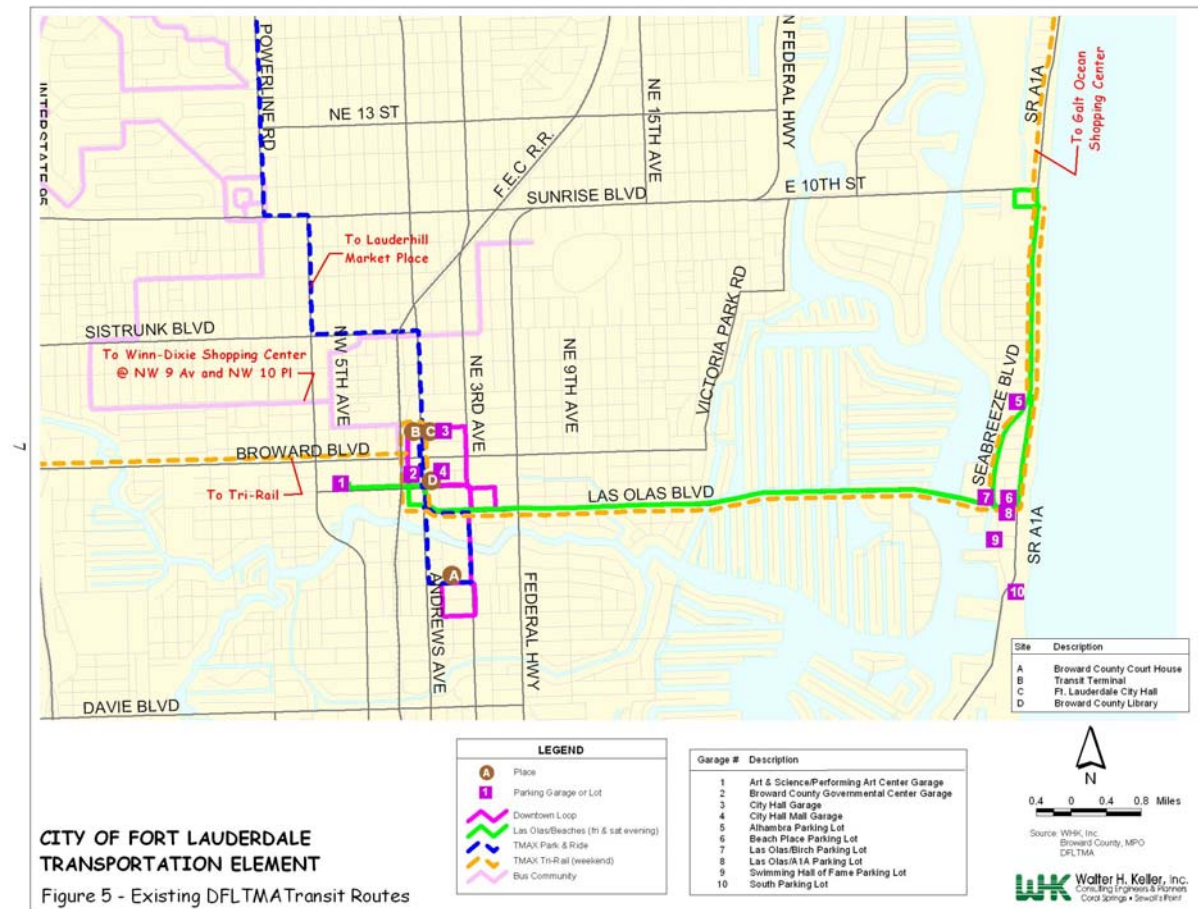
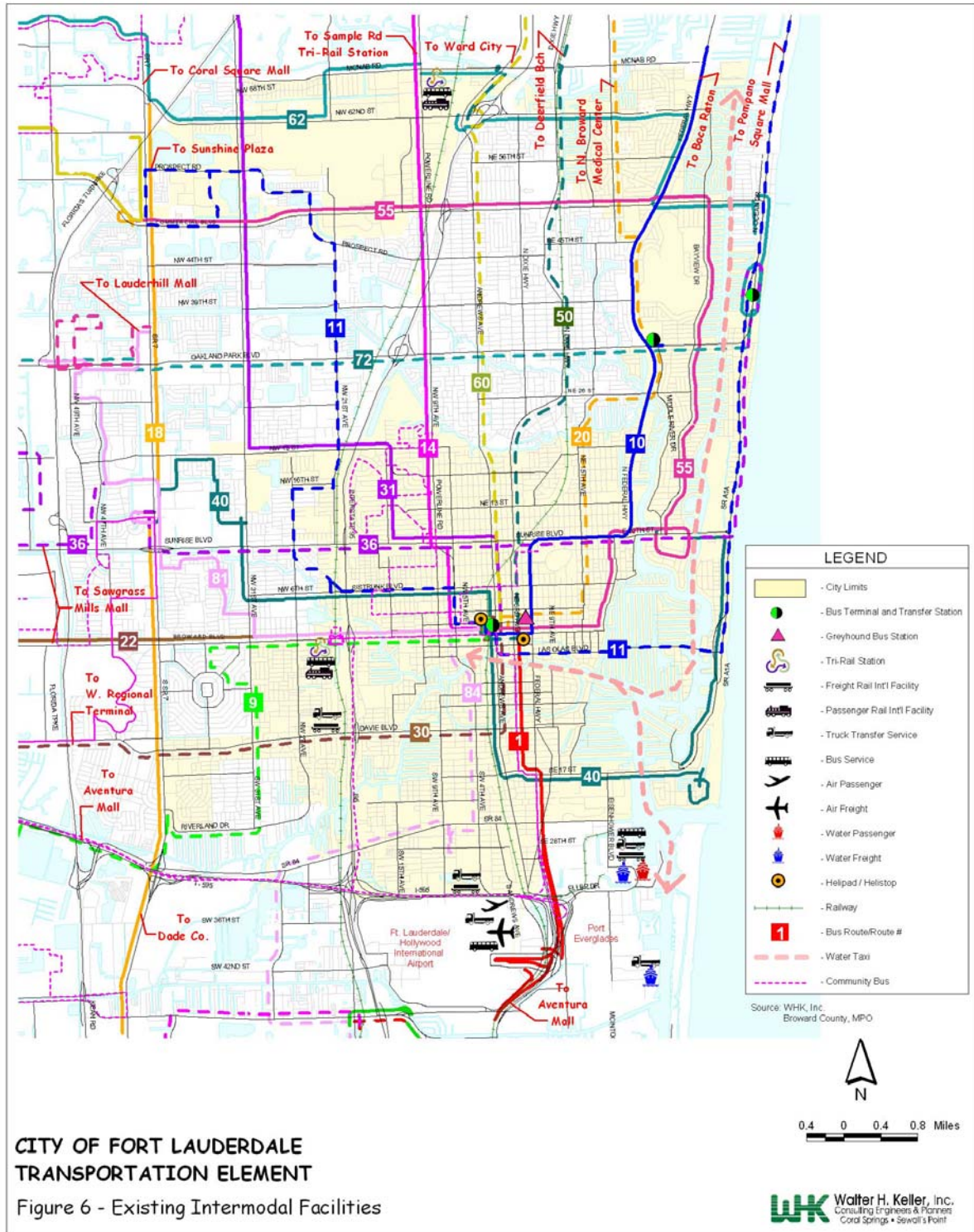


Figure 6 – Existing Intermodal Facilities
(Figure 15 – *Intermodal Facilities*, from SD)



Future Transportation System Components

Similar to Figure 1, the future roadway system is depicted in Figure 7 on page 10. The information contained in Figure 7 was drawn from the MPO's Transportation Improvement Program and plans. Figure 8 on page 11 provides planned improvements to the City's transportation system as contained in the MPO's Year 2025 Long Range Transportation Plan. This analysis was performed to identify all potential improvements to the existing roadway and transit systems.

The Downtown Development Authority of the City of Fort Lauderdale, in partnership with the City of Fort Lauderdale, the Broward County Commission, the Broward County Metropolitan Planning Organization, the Florida Department of Transportation and the Tri-County Commuter Rail Authority initiated a study in 2002 to, improve mobility and create a more livable and sustainable downtown urban environment. The RAC Subarea Mobility Study promotes pedestrian-oriented design and improved transit access, promotes improved community sustainability and improves mobility linkages.

The City initiated a Master Plan for Downtown in 2002. The Vision for Downtown Fort Lauderdale builds upon the area's history and strengths, layers of past investments, and earlier visions. The Vision incorporates past efforts and defines the next step, as Downtown transitions from an emerging urban core into a mature, vibrant city center.

Proposed Goals, Objectives and Policies

Rule 9J-5 also requires the City to adopt goals, objectives and policies (GOP's) relative to Transportation. The GOP's are based upon the data and analysis summarized in the earlier portion of the Executive Summary. Because the City had previously adopted transportation-related GOP's, the Transportation Element's GOP's contain underlines and strikethroughs. The underlined portion of the GOP's is new text which was added to be consistent with either the requirements of Rule 9J-5 or the County's Transportation Element. The struckthrough portion of the GOP's is from the City's existing Comprehensive Plan, which is no longer applicable.

The initial objective and policies for the Transportation Element relate to system safety, convenience and efficiency. Other objectives and policies require coordination between the Transportation Element and other State, Regional and local plans and policies. A major emphasis of the Transportation Element's GOP's is the coordination with existing and future land uses in the City. Pages 12 through 39 provide the proposed Transportation Element Goal along with the supporting Objectives and Policies. The Objectives detail what needs to be addressed by the City to remain consistent with State, Regional and Local policies and plans. The proposed Policies explain how each

Objective will be achieved by the City. Following the GOP's, a table is provided which details the evaluation measures associated with each objective.

Figure 7 – TIP Network Improvements
(Figure ## - TIP Improvements, from SD)

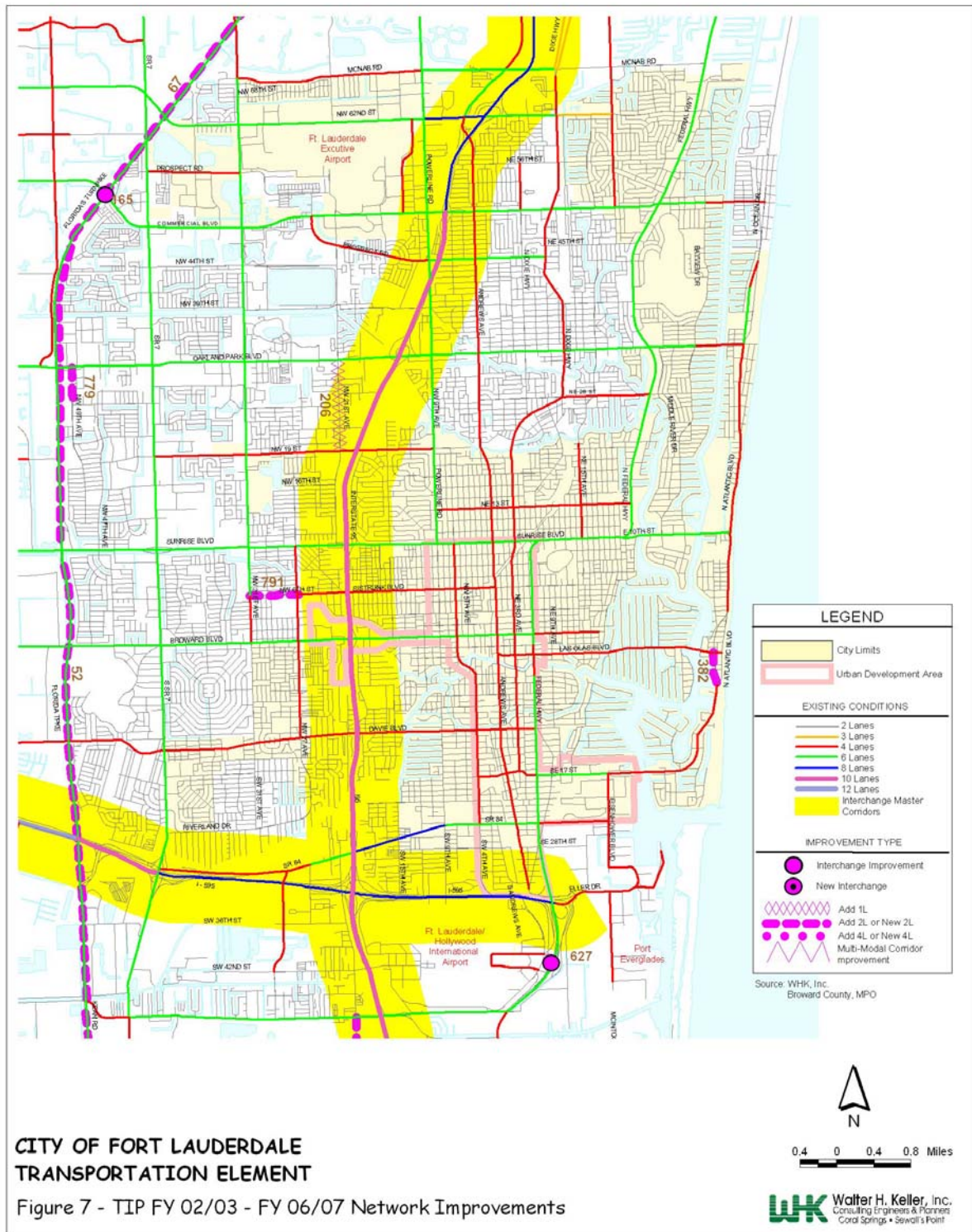
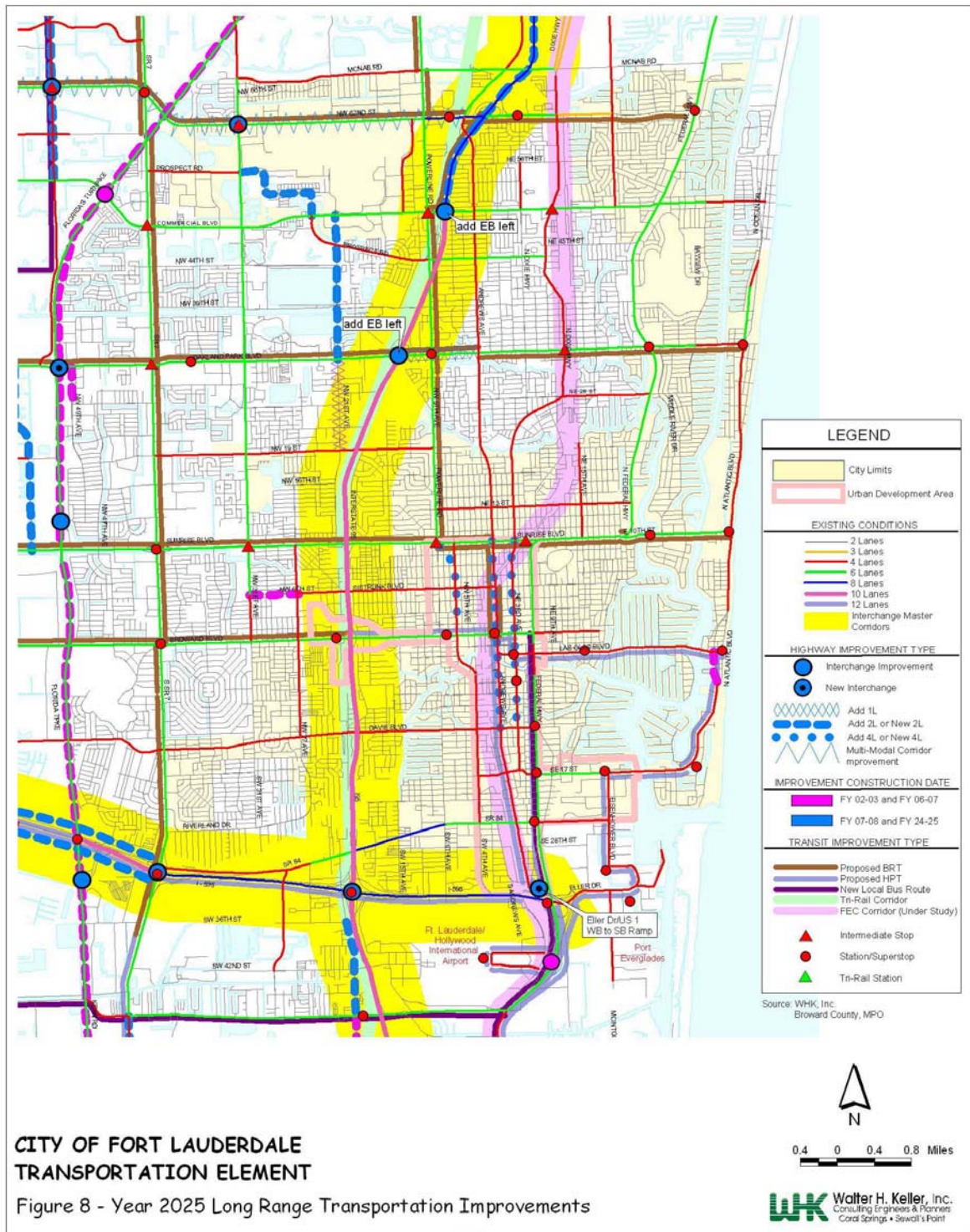


Figure 8 – Year 2025 Long Range Transportation Plan Improvements
(Figure ## - Planned Improvements, from SD)



Transportation Element Goal

Maintain a balanced multimodal transportation system which supports the Future Land use pattern of the City and meets the needs of the City's residents, visitors and workers in a safe, efficient, convenient and aesthetically pleasing manner.

Objective 1

The City of Fort Lauderdale shall continue to provide for, and participate in, cooperative intergovernmental plans and programs in order to reduce vehicular and pedestrian accidents and promote a safe multimodal transportation system. (9J-5.019 (b) 1)

Policy 1.1 The City shall continue to protect the safety of motorists, bicyclists and pedestrians by controlling the connections of driveways and access points to roads, using where possible the FDOT Access Management Guidelines on State roadways, Broward County Access standards on County roadways and City Access Standards on City roadways through the City's Development Review Process. (9J-5.019 (c) 2)

Policy 1.2 The City shall continue to protect the safety of motorists, bicyclists and pedestrians on local streets by a strategy of conducting in-depth studies of local neighborhood circulation and, where demonstrated problems exist, implementing traffic calming measures allowing circulation modifications including but not limited to: street closure, speed humps, roundabouts and turn restrictions or allowing for one way movements only. (9J-5.019 (c) 7)

Policy 1.3 The City shall investigate high accident locations for motorists, pedestrians, bicyclists and transit riders to determine means for reducing frequency and or severity, as resources permit. (9J-5.019 (c) 7)

Policy 1.4 The City shall incorporate safety considerations in the annual prioritizing of local road improvement funding.

Policy 1.5 The City shall continue to require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations as required by the Unified Land Development Regulations (ULDR), and shall follow the guidelines of the Downtown Master Plan within the downtown area. (9J-5.019 (c) 7)

Policy 1.6 Continue the City's active involvement with the Broward County MPO and Broward County Transit Division to provide for areawide coordination relative to transit safety. (9J-5.019 (c) 11)

Policy 1.7 The City shall continue to use Crime Prevention Through Environmental Design (CPTED) review during the Development Review Process to

address safety of pedestrians in proposed parking lots, safety of pedestrians and riders for proposed improvements to transit terminals and safety of pedestrians and riders for mixed use developments which feature rail and transit connections on-site. (9J-5.019 (c) 7 and 15)

Policy 1.8 The City shall provide safe and interconnected pedestrianways within the Downtown Regional Activity Center through implementation of the Pedestrian Priority street requirements of the Master Plan, and continued requirement for sidewalks citywide for redevelopment projects through the Development Review Process to assure the safety of pedestrians. (9J-5.019 (c) 7 and 5)

Policy 1.9 Through its membership in the Metropolitan Planning Organization (MPO), the City shall support FDOT's investigation and demonstration of the feasibility of alternatives to conventional warning devices for railroad crossings (such as four-quadrant gates and median separators), support the closing of all unnecessary grade crossings and support the requirement that all new crossings be grade separated. (9J-5.019 (c) 7)

Policy 1.10 The City shall continue to maintain safe and secure airport operations areas and airport facilities to meet Federal Aviation Administration (FAA) requirements, and to provide for safe and efficient vehicular and nonvehicular movements, parking and adequate access to the airport for service and emergency vehicles. (9J-5.019 (c) 7)

Policy 1.11 The City shall work with the State to implement a year-round slow speed zone on the Intracoastal Waterway from Sunrise Boulevard Bridge to Las Olas Bridge, to be implemented six months after reinstallation of Countywide 15 inch maximum wake signage, to ensure public safety on the waterways. (9J-5.019 (c) 7)

Policy 1.12 The City shall seek additional grants through the Broward County Marine Advisory Board to support expanded waterway police patrols and boat safety education programs, and shall evaluate as needed the feasibility of altered community policing efforts to ensure security of users of the City's parking facilities and transit facilities. (9J-5.019 (c) 7)

Policy 1.13 The City will work through the MPO to improve connections between roadways and the railway network to ensure the safety of the multimodal transportation system users. (9J-5.019 (c) 2 and (9J-5.019 (c) 7)

Policy 1.14 Pursue coordination and improvement of inter-County transit services to better provide for regional travel needs improved safety, according to the adopted plans, within the Fort Lauderdale area through the MPO, the TCC and through direct contact with the County Urban Transit Section. (9J-5.019 (c) 7)

Policy 1.15 The City shall continue to monitor the number of aviation-related accidents at the Executive Airport. (9J-5.019 (c) 7)

Policy 1.16 The City shall coordinate with Broward County and FDOT through the Development Review Process to maintain or improve ~~provide~~ hurricane evacuation clearance times in the City's coastal high hazard areas, ~~within eight (8) hours~~ considering both roadway and transit use.

Objective 2

The City of Fort Lauderdale shall continue to provide for a convenient multimodal transportation network. (9J-5.019 (b) 1)

Policy 2.1 Pursue coordination and improvement of inter-County transit services to better provide for convenient regional travel needs, according to the adopted plans, within the Fort Lauderdale area through the MPO, the TCC and through direct contact with the Division of Mass Transit.

Policy 2.2 The City will continue to support and utilize the existing Downtown Fort Lauderdale Transportation Management Association's (DFLTMA) programs to provide alternatives to single-occupant vehicles.(9J-5.019(c)6)

Policy 2.3 The City will provide information to BCt as needed to identify transit user needs.

Policy 2.4 The City will continue to support County strategies making transit more convenient which helps facilitate local traffic to use alternatives to the Florida Intrastate Highway System to protect its interregional and intrastate functions. (9J-5.019 (c) 13)

Policy 2.5 The City shall support the DFLTMA's Transit Development Plan (TDP) by means of grants obtained through the Federal Transit Administration. (9J-5.019 (c) 8)

Policy 2.6 The City will continue to monitor DFLTMA operations. (9J-5.019 (c) 10)

Policy 2.7 The City shall continue, in conjunction with the future land use element, to encourage land uses which promote public transportation in County designated public transportation corridors to allow for convenient transit service. (9J-5.019 (c) 12)

Policy 2.8 Continue to cooperate with the County and MPO to help determine if either additional or upgrades to existing intermodal terminals are needed in the City. (9J-5.019 (c) 14)

- Policy 2.9 The City's development review process shall provide that, for purposes of issuing development orders and permits outside of the TCEA, the adopted public transit level of service shall not be negatively affected by proposed development. (9J-5.019 (c) 1)
- Policy 2.10 The City's development review process shall assure mobility needs within the TCEA are met through including BCt and DFLTMA representatives in the review process whenever necessary.
- Policy 2.11 The City shall continue to work with the DFLTMA to increase local transit service in the beach area.
- Policy 2.12 Continue to monitor developments related to the Fort Lauderdale-Hollywood International Airport DRI relative to transit and connections with Port Everglades.
- Policy 2.13 Consistent with the SR 84 Public Charrette, the City will initiate discussions with FDOT and the MPO to ~~designate~~ identify alternative methods of managing cargo from Port Everglades, and alternative cargo routes to and from Port Everglades that do not include SR 84.
- Policy 2.14 Continue to support studies to identify methods to provide transit connections between the downtown, the Executive Airport/Cypress Creek Road area and the Fort Lauderdale-Hollywood International Airport.
- Policy 2.15 The City shall work with SFRTA and BCt to improve the existing SFRTA feeder bus connection provided between the Executive Airport/Cypress Creek Road area and the Cypress Creek SFRTA Station.
- Policy 2.16 The City shall continue to maintain the downtown heliport to foster connections between Florida airports, outlying areas and downtown.
- Policy 2.17 Continue to implement the design concepts for the downtown Regional Activity Center and beach business area which includes high profile roadway pedestrian design amenities such as street trees, canopies/arcades, street pavers and signage.
- Policy 2.18 Continue to work with the County and City's DFLTMA to provide convenient locations for bicycle parking to promote the use of the DFLTMA, bicycles and walking. (9J-5.019 (c) 5)
- Policy 2.19 Utilize the Development Review Process to include the construction of sidewalks and bikeways in all improvement projects where adequate ROW exists. on State and County Roads.

- Policy 2.20 Participate in bicycle planning programs of the Broward MPO and District IV of the State DOT to provide bike lanes with all improvements roadway improvements, where feasible.
- Policy 2.21 Within one year of the adoption of the Transportation Element, the City will consolidate all of the parking strategies into one document to provide clear guidance for developers and to provide information for policy makers, in order to promote the City's multimodal transportation goals and objectives.
- Policy 2.22 Within one year of the adoption of the Transportation Element, the City shall hire a bicycle/pedestrian coordinator and implement the design guidelines of the Downtown Master Plan that promote the use of bicycle and pedestrian activity.
- Policy 2.23 Within one year of the adoption of the City's Evaluation and Appraisal Report, the City will consolidate the City's pedestrian and bicycle regulations and strategies, especially those pertaining to terminals and other multimodal locations, into one document to provide clear guidance to developers, and provide information for policy makers to determine if modification is needed.
- Policy 2.24 ~~Consistent with the Broward County Transportation Element, T~~he City adopts a peak hour transit level of service standard of 70 percent functional area coverage.
- Policy 2.25 Within one year of the consolidation of all parking strategies into one document, the City will initiate discussions with the Downtown Development Authority and downtown property owners to identify possible strategies to provide very short term on-street or close proximity downtown parking in order to facilitate drop-off and pick-up.

Objective 3

The City of Fort Lauderdale shall continue to provide for an energy efficient multimodal transportation network. (9J-5.019 (b) 1)

- Policy 3.1 The City shall contact Commuter Services of South Florida, the FDOT, MPO, DFTMA, public safety agencies and other regional agencies to identify techniques and opportunities that will increase the usage of existing park and ride lots in the City to reduce the number of vehicle miles traveled per capita within the community and region. (9J-5.019(c) 3)
- Policy 3.2 To encourage TSM techniques, ~~within three years of adoption of the Transportation Element,~~ the City will initiate discussions between the City's

TMA and the County to fully utilize existing transportation systems management techniques to improve system efficiency. (9J-5.019 (c) 7)

- Policy 3.3 Work with Broward County, the Coast Guard, Army Corps of Engineers and the Florida Department of Transportation to minimize travel delay at intersections, railroad crossings and major bridges.
- Policy 3.4 Pursue coordination and improvement of inter-County transit services to better provide for regional travel needs, according to the adopted plans, within the Fort Lauderdale area through the MPO, the TCC and through direct contact with the County Urban Transit Section.
- Policy 3.5 Conduct periodic reviews of City roadway system operation to identify problem areas with potentially low cost CMS solutions such as restricting left turns, reversible lanes, etc.
- Policy 3.6 Through participation in the TCC, MPO, DRC, etc. secure funding for traffic operations improvements with particular emphasis on fully developed roadways such as US 1, Broward Boulevard, Davie Boulevard, Sunrise Boulevard etc.
- Policy 3.7 Within two years of the adoption of the Downtown Master Plan, the City will initiate an evaluation of the inclusion of Downtown Master Plan pedestrian and transit design standards for the incorporation of mass transit, car pool, pedestrian and bicycle amenities in major commercial, industrial and office buildings outside of the downtown.
- Policy 3.8 Within two years of the adoption of the SubArea Transportation Study, the City will work with the appropriate County and State transportation agencies to implement recommendations of that Study, as appropriate, to alleviate demand upon the FIHS in order to protect its inter- and intra-regional functions.
- Policy 3.9 Within two years of the adoption of the Sub Area Transportation Study, the City will review and modify, as appropriate, existing parking strategies that promote the City's multimodal transportation system.
- Policy 3.10 By February 1, 2006, the City shall review and modify, as appropriate, its existing strategies relative to the protection of right-of-way.

Objective 4

The City of Fort Lauderdale will continue to coordinate the transportation system with the future land use map or map series through the Development Review Process to ensure ~~where~~ ~~feasible~~ that existing and proposed population densities, housing and employment patterns and

land uses are consistent with the transportation modes and services proposed to serve the City these areas. (9J-5.019 (b) 2)

Policy 4.1 ~~Consistent with Policy 3.5.7 of the Broward County Transportation Element, t~~
The City will coordinate changes to its Future Land Use Element with the
County and the FDOT in support of any and include, where appropriate, transit-
oriented land use patterns and or transit sensitive corridor (TOC) zoning criteria
which support increased transit use district which includes the City of Fort
Lauderdale upon completion of a feasibility study by Broward County.

Policy 4.2 ~~Consistent with Policy 3.5.8 of the Broward County Transportation Element, t~~
The City will coordinate land use changes to its Future Land Use Element and
Transportation Element with the County and FDOT, should Broward County
amend its Future Land Use and Transportation Element to incorporate provisions
for a transit village master development plan at a SFRTA station in the City in
the Comprehensive Plan, if requested, provided the plan is compatible with
Executive Airport and or other surrounding City land uses adopt Comprehensive
Plan text amendments allowing development of a transit village, compatible with
the Master Plan of the Fort Lauderdale Executive Airport and surrounding land
uses, at a SFRTA station in the City

Policy 4.3 Consistent with Future Land Use Element Policy 18.2, the City will
review and modify, as appropriate, existing strategies to encourage higher
densities for residential properties along major thoroughfares which will
serve as a buffer between major roadways and low density neighborhoods
and support mass transit. Should Broward County propose designation of
a public transportation corridor through the City (Policy 3.5.7., Broward
County Transportation Element) the City will assist the County with data
Collection as needed and as feasible. The City will coordinate with
Broward County and the FDOT to incorporate land use guidelines and site
design guidelines that are consistent with the Downtown Master Plan in
the ULDR as needed to assure accessibility of new development and
redevelopment to public transit. (9J-5.019 (c) 9)

Policy 4.4 ~~By February 1, 2006, if Broward County has designated public transportation~~
~~corridors within the City, t~~ The City will review existing land uses in those any
Broward County designated public transportation corridors and propose
amendments, where appropriate, as needed to land uses in the designated public
transportation corridors in order to promote public transportation where feasible .

Policy 4.5 ~~By February 1, 2006, t~~ The City will review and modify, as appropriate,
existing measures for the acquisition and preservation of existing and
future public transit rights-of-way and exclusive public transit corridors,
where such exclusive public transit corridors have been identified within
the City.

- Policy 4.6 By February 1, 2006, t The City will review and modify, as appropriate, existing land use, land development regulations and Downtown Master Plan design strategies to promote the use of bicycles and walking in order to continue to enhance those strategies.
- Policy 4.7 Should the County amend its land development code to implement FIHS mitigation assessment for private developments, t The City, in coordination with the Downtown Development Authority, will develop Transportation Demand Management strategies to reduce the generation of additional trips on the FIHS system.
- Policy 4.8 The City, in coordination with Broward County and the FDOT, will review and modify, as appropriate, its land development regulations, should the County amend its Comprehensive Plan, Transportation Element and land development code to implement a Transit-Oriented Concurrency System for Broward County.

Objective 5

When reviewing development proposals, provide for minimal negative impacts associated with access point locations, and provide for safe and efficient on-site traffic circulation and parking.

- Policy 5.1 The City shall continue to develop and enforce improved roadway and parking lot designs, including minimum access spacing criteria, cross access easement requirements or other access controls, through local engineering and development review procedures.
- Policy 5.2 The City shall continue to enforce Unified Land Development Regulations that address controlled access to adjacent traffic circulation facilities, the provision of adequate on-site traffic circulation and off-street parking relative to existing and planned commercial development.
- Policy 5.3 To ensure that development will take into consideration the character and integrity of residential neighborhoods, the Development Review Process shall address traffic improvements or modifications either on-site or within public rights-of-way, including, but not limited to, roadway adjustments, traffic control devices or mechanisms and access restrictions to control on-site traffic flow or divert traffic as needed to mitigate the negative impacts of development generated traffic on neighborhood streets as warranted, feasible and consistent with this Plan. (9J-5.019 (c) 15)
- Policy 5.4 The Development Review Process will give consideration to the recommendations of the adopted neighborhood master plan in which the

proposed development is to be located, or which it abuts, although such neighborhood master plan shall not be considered to have the force and effect of law. When recommended improvements for the mitigation of impacts to any neighborhood conflict with any applicable provision of the City's Unified Land Development Regulations (ULDR), then the provisions of the ULDR shall prevail.

Policy 5.5 Within three years of the adoption of the Transportation Element, the City will review and modify, as appropriate, existing land development regulations that control access points and minimize curb cuts on City maintained arterial roadways so as to provide safe and convenient on-site traffic flow and parking for motorized and non-motorized vehicles.

Objective 6

Implement the recommended Transportation Plan on a priority basis and in concert with the City's Land Use Plan.

Policy 6.1 Plan for the funding of additional needed road improvements as identified in the Capital Improvements Program of the City of Fort Lauderdale.

Policy 6.2 Continue to establish transportation improvement priorities and provide or support funding in a consistent manner.

Policy 6.3 Provide local funding necessary to satisfy the City's Capital Improvement Program for road improvements, in accordance with the City's fiscal capabilities.

Policy 6.4 Approve additional city development in concert with maintenance of the adopted level of service standard. (9J-5.019 (c) 1)

Policy 6.5 Continue to monitor the progress of all programmed road improvements as identified in the Capital Improvements Program of the City of Fort Lauderdale.

Objective 7

The City will continue to maintain adequate LOS standards for the transportation system outside of the TCEA to coordinate the traffic circulation system with existing and future land uses as shown on the Future Land Use Map.

Policy 7.1 Unless exempted under other policies, the City's concurrency management system shall establish the following roadway peak-hour

Level of Service (LOS) standards, for purposes of issuing development orders and permits for all developments outside of the TCEA:

1. For the Florida Intrastate Highway System (FIHS) outside of the TCEA, ~~(I-95 and I-595)~~ the generalized two-way peak-hour LOS standard shall be consistent with the LOS standard established by the Florida Department of Transportation as shown in the following Table:

FIHS Roadway	Affected Roadway Segments	Category	LOS ¹ Standard
Interstate 95	McNab to I-595	Constrained and Backlogged	E
Interstate 595	I-95 to US 1	Urbanized Area	D
¹ Note: The LOS designates the lowest quality operating conditions for the 100th highest volume of the year in predominant traffic flow direction from the present through a 20-year planning horizon. The 100th hour approximates the typical peak hour during the peak season.			

2. For non-FIHS transportation facilities and transportation facilities functionally classified as nonresidential collector roads or higher, the generalized two-way peak-hour LOS "D" standard volumes depicted in the ~~on Table 5-7, Level of Service Manual, Florida Department of Transportation (2002 or subsequent editions)~~ shall apply.
3. For transportation facilities previously designated as 110 percent maintain under the 1989 Comprehensive Plan, the generalized two-way peak-hour LOS standard shall be calculated by use of a K100 factor, which factor will be applied to the 110 percent maintain volumes. The 110 percent maintain roadway segments and corresponding LOS standard are shown in the following table and also contained in an Appendix to the Transportation Element Support Document (see ~~page A-3~~) on page A-3. (9J-5.019 (c) 1)

110% Maintained Roadways

(per BC DPEP LOS Report August 2004)

CONSTRAINED SEGMENTS

<u>Seg No.</u>	<u>Segment Name</u>	<u>ADT</u>	<u>Culm</u>	<u>Cap</u>	<u>Usage</u>	<u>ONETEN</u>	<u>(oneten-(adt+culm))</u>
<u>480</u>	<u>BROWARD BLVD</u>	<u>3715</u>	<u>517</u>	<u>4550</u>	<u>0.93</u>	<u>4839</u>	<u>607</u>
<u>490</u>	<u>BROWARD BLVD</u>	<u>5069</u>	<u>651</u>	<u>3980</u>	<u>1.44</u>	<u>6818</u>	<u>1098</u>
<u>491</u>	<u>BROWARD BLVD</u>	<u>4592</u>	<u>634</u>	<u>3980</u>	<u>1.31</u>	<u>6253</u>	<u>1027</u>
<u>297</u>	<u>COMMERCIAL BLVD</u>	<u>4935</u>	<u>656</u>	<u>3980</u>	<u>1.4</u>	<u>5004</u>	<u>-587</u>
<u>298</u>	<u>COMMERCIAL BLVD</u>	<u>4370</u>	<u>763</u>	<u>4890</u>	<u>1.05</u>	<u>5616</u>	<u>483</u>
<u>300</u>	<u>COMMERCIAL BLVD</u>	<u>4370</u>	<u>825</u>	<u>4890</u>	<u>1.06</u>	<u>6292</u>	<u>1097</u>
<u>301</u>	<u>COMMERCIAL BLVD</u>	<u>4615</u>	<u>591</u>	<u>4890</u>	<u>1.06</u>	<u>5622</u>	<u>416</u>
<u>302</u>	<u>COMMERCIAL BLVD</u>	<u>4535</u>	<u>336</u>	<u>4890</u>	<u>1</u>	<u>6318</u>	<u>1447</u>
<u>304</u>	<u>COMMERCIAL BLVD</u>	<u>4535</u>	<u>697</u>	<u>4890</u>	<u>1.07</u>	<u>6022</u>	<u>790</u>
<u>305</u>	<u>COMMERCIAL BLVD</u>	<u>4948</u>	<u>847</u>	<u>4890</u>	<u>1.19</u>	<u>6463</u>	<u>668</u>
<u>306</u>	<u>COMMERCIAL BLVD</u>	<u>4653</u>	<u>762</u>	<u>4550</u>	<u>1.19</u>	<u>5640</u>	<u>225</u>
<u>307</u>	<u>COMMERCIAL BLVD</u>	<u>4331</u>	<u>672</u>	<u>4550</u>	<u>1.1</u>	<u>5499</u>	<u>496</u>
<u>308</u>	<u>COMMERCIAL BLVD</u>	<u>4009</u>	<u>642</u>	<u>4550</u>	<u>1.02</u>	<u>5484</u>	<u>833</u>
<u>310</u>	<u>COMMERCIAL BLVD</u>	<u>4225</u>	<u>705</u>	<u>4550</u>	<u>1.08</u>	<u>5602</u>	<u>672</u>
<u>311</u>	<u>COMMERCIAL BLVD</u>	<u>4225</u>	<u>699</u>	<u>4550</u>	<u>1.08</u>	<u>5602</u>	<u>678</u>
<u>316</u>	<u>COMMERCIAL BLVD</u>	<u>2410</u>	<u>656</u>	<u>3020</u>	<u>1.02</u>	<u>3315</u>	<u>249</u>
<u>1107</u>	<u>COMMERCIAL BLVD</u>	<u>4575</u>	<u>350</u>	<u>4890</u>	<u>1.01</u>	<u>5687</u>	<u>762</u>
<u>257</u>	<u>CYPRESS CREEK RD</u>	<u>1371</u>	<u>732</u>	<u>1330</u>	<u>1.58</u>	<u>1826</u>	<u>-277</u>
<u>258</u>	<u>CYPRESS CREEK RD</u>	<u>1371</u>	<u>733</u>	<u>1330</u>	<u>1.58</u>	<u>1808</u>	<u>-296</u>
<u>394</u>	<u>NW 19 ST</u>	<u>2257</u>	<u>50</u>	<u>2170</u>	<u>1.06</u>	<u>2764</u>	<u>457</u>
<u>364</u>	<u>OAKLAND PARK BLVD</u>	<u>3531</u>	<u>305</u>	<u>4550</u>	<u>0.84</u>	<u>5569</u>	<u>1733</u>
<u>365</u>	<u>OAKLAND PARK BLVD</u>	<u>3531</u>	<u>317</u>	<u>4550</u>	<u>0.85</u>	<u>6062</u>	<u>2214</u>
<u>366</u>	<u>OAKLAND PARK BLVD</u>	<u>3957</u>	<u>637</u>	<u>4550</u>	<u>1.01</u>	<u>6574</u>	<u>1980</u>
<u>367</u>	<u>OAKLAND PARK BLVD</u>	<u>4481</u>	<u>765</u>	<u>4550</u>	<u>1.15</u>	<u>6358</u>	<u>1112</u>
<u>368</u>	<u>OAKLAND PARK BLVD</u>	<u>3901</u>	<u>701</u>	<u>4550</u>	<u>1.01</u>	<u>5422</u>	<u>820</u>
<u>369</u>	<u>OAKLAND PARK BLVD</u>	<u>3443</u>	<u>635</u>	<u>4550</u>	<u>0.9</u>	<u>5087</u>	<u>1009</u>
<u>543</u>	<u>RIVERLAND RD</u>	<u>886</u>	<u>32</u>	<u>990</u>	<u>0.93</u>	<u>1473</u>	<u>555</u>
<u>544</u>	<u>RIVERLAND RD</u>	<u>652</u>	<u>30</u>	<u>990</u>	<u>0.69</u>	<u>1277</u>	<u>595</u>
<u>545</u>	<u>RIVERLAND RD/SW 20 ST</u>	<u>1232</u>	<u>75</u>	<u>990</u>	<u>1.32</u>	<u>1807</u>	<u>500</u>
<u>278</u>	<u>SR 7</u>	<u>4368</u>	<u>723</u>	<u>4550</u>	<u>1.12</u>	<u>4987</u>	<u>-104</u>
<u>279</u>	<u>SR 7</u>	<u>3414</u>	<u>949</u>	<u>4550</u>	<u>0.96</u>	<u>5065</u>	<u>702</u>
<u>427</u>	<u>SUNRISE BLVD</u>	<u>4587</u>	<u>620</u>	<u>4550</u>	<u>1.14</u>	<u>5816</u>	<u>609</u>
<u>428</u>	<u>SUNRISE BLVD</u>	<u>4587</u>	<u>728</u>	<u>4550</u>	<u>1.17</u>	<u>5961</u>	<u>646</u>
<u>429</u>	<u>SUNRISE BLVD</u>	<u>4759</u>	<u>819</u>	<u>4550</u>	<u>1.23</u>	<u>6109</u>	<u>531</u>

<u>430 SUNRISE BLVD</u>	<u>4759</u>	<u>793</u>	<u>4550</u>	<u>1.22</u>	<u>5583</u>	<u>31</u>
<u>431 SUNRISE BLVD</u>	<u>4444</u>	<u>1075</u>	<u>4550</u>	<u>1.21</u>	<u>5157</u>	<u>-362</u>
<u>435 SUNRISE BLVD</u>	<u>4212</u>	<u>807</u>	<u>4550</u>	<u>1.1</u>	<u>5095</u>	<u>76</u>
<u>436 SUNRISE BLVD</u>	<u>4879</u>	<u>741</u>	<u>3980</u>	<u>1.41</u>	<u>5567</u>	<u>-53</u>
<u>1114 SUNRISE BLVD</u>	<u>4587</u>	<u>719</u>	<u>4550</u>	<u>1.17</u>	<u>5817</u>	<u>511</u>
<u>505 US 1</u>	<u>4394</u>	<u>430</u>	<u>4550</u>	<u>1.06</u>	<u>6102</u>	<u>1278</u>
<u>506 US 1</u>	<u>4394</u>	<u>520</u>	<u>4550</u>	<u>1.08</u>	<u>6023</u>	<u>1109</u>
<u>507 US 1</u>	<u>4032</u>	<u>392</u>	<u>4550</u>	<u>0.97</u>	<u>6062</u>	<u>1638</u>

PLANNED IMPROVEMENT SEGMENTS

<u>Seg</u>	<u>Segment Name</u>	<u>ADT</u>	<u>Culm</u>	<u>Cap</u>	<u>Usage</u>	<u>ONETEN (oneten-(adt+culm))</u>
<u>520</u>	<u>DAVIE BLVD</u>	<u>2229</u>	<u>863</u>	<u>3020</u>	<u>1.02</u>	<u>3576</u>
<u>521</u>	<u>DAVIE BLVD</u>	<u>2311</u>	<u>848</u>	<u>3020</u>	<u>1.05</u>	<u>3691</u>
<u>522</u>	<u>DAVIE BLVD</u>	<u>2509</u>	<u>845</u>	<u>3020</u>	<u>1.11</u>	<u>4141</u>
<u>523</u>	<u>DAVIE BLVD</u>	<u>2706</u>	<u>879</u>	<u>3020</u>	<u>1.19</u>	<u>5426</u>
<u>548</u>	<u>DAVIE BLVD</u>	<u>3062</u>	<u>843</u>	<u>3020</u>	<u>1.29</u>	<u>3690</u>
<u>549</u>	<u>DAVIE BLVD</u>	<u>3062</u>	<u>445</u>	<u>3020</u>	<u>1.16</u>	<u>3680</u>
<u>1109</u>	<u>DECKER RD</u>	<u>903</u>	<u>9</u>	<u>990</u>	<u>0.92</u>	<u>1360</u>

4. The adopted public transit level of service shall be peak hour transit service to 70 percent of all residences and employment locations within the City. (9J-5.019 (c) 1)

Policy 7.2 The following exceptions to the roadway LOS "D" standards shall apply for all roadways outside of the TCEA:

1. The proposed development is found to have vested rights with regard to any affected road segment in accordance with the provisions of Chapter 163, Part II, Florida Statutes, or a common law vested rights determination made as to that road segment in accordance with the procedures set forth within Unified Land Development Regulations of the City. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made and which is not located within the TCEA.
2. Developments deemed to have a de minimis impact, which is an impact that would not affect more than 1% of the maximum

volume at the adopted LOS of the affected transportation facility. No impact will be de minimis if it would exceed 110% of the sum of existing volumes and the projected volumes from approved projects on a transportation facility; provided, however, that an impact of a single family home or duplex on a parcel of record prior to May 30, 1990, will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimis if it would exceed the LOS standard of any affected designated hurricane evacuation routes.

3. Developments deemed to promote public transportation, which means development that directly affects the provision of public transit, including: transit terminals; transit lines and routes; separate lanes for the exclusive use of public transit services; transit shelters and stations; mixed use developments which (consistent with Broward County Transportation Element Policy 3.4.8.) allow internal trip capture (thus reducing impacts on roadways); in particular, those including affordable housing, those located with direct access to public transportation or which include transit circulation on site plan, or a bus bay at site entrance, and those with documented employee incentives for transit use as a condition of approval; affordable housing developments located within a 15-minute walk to an existing transit stop or directly on a designated public transportation corridor within a TOC identified by Broward County; and developments with office buildings or projects that include fixed-rail or transit terminals as part of the project.
4. Urban redevelopment projects, as defined and described in Section 163.3164(29), F.S.
5. A development permit issued in accordance with and as authorized by an approved Development of Regional Impact (DRI) development order which development order was either issued prior to the adoption of the 1989 Comprehensive Plan or was issued after being reviewed for concurrency.
6. A development permit issued in accordance with and as authorized by an approved Florida Quality Development (FQD) development order which order was either issued prior to the adoption of the 1989 Comprehensive Plan or issued after being reviewed for concurrency. (9J-5.019 (c) 1 and 9J-5.019 (c) 12)

Policy 7.3 The ULDR of the City shall provide that a development order or permit may be issued when an affected roadway outside of the TCEA exceeds its adopted LOS provided one or more of the following mitigation measures apply:

1. The proposed development is within a compact deferral area but does not place any trips on the overcapacity link. (A compact deferral area is defined as the geographic area which is a 2 mile band having a centerline which is coincident with the centerline of the congested link, extending parallel to the congested link for a distance of 1/2 mile beyond each end point of the congested link.)
2. There is an approved Action Plan to accommodate the traffic impact of the development.
3. The necessary improvements to provide a LOS "D" are under construction at the time a permit is issued.
4. The necessary improvements to provide a LOS "D" are the subject of a binding executed contract for the construction of the facilities.
5. The necessary improvements to provide a LOS "D" have been included in the first 2 years of the adopted state or county five-year schedule of transportation improvements, and the state or county has entered into an interlocal agreement with the City or otherwise provided assurances upon which the City may rely, that, at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for commencement of actual construction of facilities or provision of services within 1 year of issuance of building permit.
6. The necessary facilities and services for LOS "D" are guaranteed in an enforceable Development Agreement. (An enforceable Development Agreement may include, but is not limited to, development agreements adopted pursuant to Section 163.3220, Florida Statutes, or an Agreement between the City and a developer, recorded in the Official Records of Broward County at the expense of a developer, which obligates the developer to install facilities or provide services needed to accommodate the mobility demands of a proposed development).
7. The approved development would not cause deterioration below 110 percent maintain level of service for those facilities identified in Policy 7.1#3. (9J-5.019 (c) 1)

Policy 7.4 The City shall provide such information as may be requested by Broward County to support a study on constrained roadway facilities, to be completed by the County per Policy 3.4.4 of the Broward County Transportation Element. Should the findings result in recommendations

for the City outside of the TCEA, the findings will be implemented through an amendment to the Transportation Element.

Policy 7.5 The City shall address overcapacity roadway segments and intersections that are located outside of the TCEA through the following actions:

1. Continue to evaluate roadway and intersection safety and consistency with LOS Standards ~~efficiency conditions~~ prior to development of annual Capital Improvement Program and updating of Capital Improvements Element, determine whether roadway and intersection capacity expansion is consistent with the Comprehensive Plan and financially feasible, and if so, assign a high priority to improvements to roadway segments and intersections which are operating below, or projected to operate below, the adopted peak-hour LOS "D" standard. Should roadway capacity expansion not be consistent with the Comprehensive Plan at that location (for example, historic areas or neighborhood preservation areas), the City may modify LOS standards to a peak-hour standard of LOS "E", or may evaluate the use of TDM programs and the fiscal feasibility of expanding local shuttle service.
2. Through membership on the Metropolitan Planning Organization (MPO), seek matching funds for any overcapacity roadway or intersection improvements included in the City Capital Improvement Program and Element.
3. The City shall require documentation that roadway and/or transit impact fees have been paid. as part of the Development Review Process.

Policy 7.6 The City will use language contained in the Broward ~~work with the~~ County Plan and recommendations of City consultants in creating transit-oriented and pedestrian-oriented design standards for future mixed-use developments and redevelopment proposals in the Community Redevelopment Area. In addition, in collaboration with the County, the City shall seek to identify alternative methods of payment for transportation impact fees for transit-oriented and pedestrian oriented redevelopment projects. ~~and shall work with the County to consider amendments allowing developments in compliance with transit oriented and pedestrian-oriented design standards exemptions from payment of transportation impact fees.~~ Additionally, the City will work with the County in the development of quantifiable and qualitative measurements of direct mobility benefits to the Community Redevelopment Area in the event of payment of transportation impact fees.

Policy 7.7 The City shall continue to discourage the use of the FIHS by encouraging citizens to use alternative modes of transportation provided by either Broward County or the Downtown Fort Lauderdale Transportation Management Association through the implementation of ridership incentives, parking pricing, transit oriented development and improvements in multimodal connections where financially feasible.

Objective 8

The City shall continue to recognize the unique transportation needs of the Transportation Concurrency Exception Area.

Policy 8.1 The following short term Transportation Demand Management (TDM) and Transportation System Management (TSM) mobility strategies will be implemented within three years of adoption of the Transportation Element:

1. Support the Plans of the existing Transportation Demand Management (TDM) activities of the Florida Department of Transportation (FDOT), Commuter Services of South Florida, Downtown Development Authority (DDA) and the Downtown Fort Lauderdale Transportation Management Association (DFLTMA) employer-based Trip Reduction Programs through such measures as providing links to websites from the City's website, and considering the use of staggered work hours on a case-by-case basis.
2. The City shall continue to cooperate with the DFTMA and Commuter Services of South Florida by providing program informational materials to City employees and distributing DFTMA information at City Hall to increase the number of motorists using programs such as carpooling and express buses by five percent (5%).
3. The City shall work with BCt to increase transit opportunities and the DFTLMA to expand its service area.
4. The City shall work with the DDA and the FDOT to continue to support the DFLTMA.
5. The City and County shall evaluate the need to change timing of traffic signals on links of roadways designated as Pedestrian Streets by the City's Unified Land Development Regulations (ULDR).

6. The City shall investigate the need to designate certain roads in the City as Pedestrian Priority Streets and restricting right turns on red may be evaluated by the City.
7. The City may work with Beach area businesses to evaluate the feasibility of a future parking strategy in the Beach Area which involves installation of variable message signage, capable of frequent updating to direct drivers to available parking, with timing of a feasibility study to be dependant upon the availability of funding.
8. The City shall continue to grant occupational licenses to alternative modes of transportation including: water taxis, pedicabs and horse drawn carriages to provide alternatives to the use of the automobile within the TCEA. Occupational licenses will not be issued for any mode deemed incompatible by the City with public safety.
9. Upon request by the BCt, the City shall provide data summarizing major development approvals and road improvements to coordinate necessary transit improvements within the TCEA to improve mobility.
10. The City, in association with the DFTLTMA, may investigate the use of ridesharing at the Executive Airport. Ridesharing may be utilized as a method to reduce the amount of parking required for developments within the Executive Airport.
11. The City shall continue to study possible changes to Andrews Avenue/ 3rd Avenue and the Central Beach Area and the City will support NW 9th/7th Avenue Connector Study with 4 lanes.
12. The City shall continue to investigate strategies to improve beach traffic conditions and address present and future traffic congestion as outlined in the Fort Lauderdale Beach Transportation Study. These strategies may include the following: Seabreeze Boulevard roadway widening and realignment, SR A1A widening, Birch Road operational and traffic calming improvements and other roadway and geometric improvements.

Policy 8.2 The following Long term mobility strategies shall be implemented within ten years, as financial feasibility permits:

1. The City shall work through the MPO to obligate funds for feasibility studies to evaluate cost-feasible improvement options for critical intersections in the City. Should feasibility studies

demonstrate that the impacts upon adjacent residential neighborhoods and commercial areas can be mitigated, the improvements shall be further evaluated and scheduled in City, County and State work programs for implementation.

2. The City shall support the DFLTMA in evaluating the feasibility of expanding TMA services to serve park and ride commuters using the Commercial Boulevard and Broward Boulevard – I-95 park and ride lots. The City shall also encourage the DFLTMA and other interested providers to evaluate the feasibility of providing beach-oriented transit shuttles in conjunction with off-site parking facilities.
3. The City shall complete the study evaluating improvements for the Andrews Avenue - 3rd Avenue corridor and Sistrunk Boulevard.
4. The City shall initiate a sidewalk study in the TCEA to identify missing links and establish a program to eliminate missing links and maintain existing sidewalk in order to encourage walking.
5. The City shall initiate a study to identify an overall signage program to advise commuters of locations of multi-modal transportation facilities (park and ride lots, multi-modal terminals, transit stops, parking lots and public transportation connections to airports and ports.)
6. The City will work with the MPO to identify appropriate locations to install bicycle parking in the Downtown Regional Activity Center.
7. A study shall be initiated, as financially feasible, to coordinate park and ride lots, public parking garages and TMA services, along with parking strategies (i.e., more costly parking meters closer to downtown), in order to improve transportation conditions.
8. The City, through its participation in the TMA, shall seek to promote achievement of the following numerical indicators of achievement of mobility goals in the TCEA:
 - a. Increase the average monthly ridership of the services operated by the TMA by 5%.
 - b. Support the activities of the Commuter Services of South Florida to increase annual participation in ridesharing by 5% above the 1997 participation rate by the end of the planning period.

- c. Support the planning activities of the DFLTMA to investigate the expansion of the TMA shuttle system to connect the downtown with existing and proposed park and ride lots.
- 9. The City shall work with the Downtown Development Authority to increase the number of bicycle parking facilities and other bicycle support facilities, such as lockers within buildings, within the Downtown Regional Activity Center by 5% by the end of the planning period. (9J-5.019 (c) 3 and 9J-5.019 (c) 10)
- 10. The City shall work with beach area businesses to investigate expanding parking opportunities in the area near the beach.
- 11. The City shall work with the County and the MPO to identify downtown and beach intersections where pedestrian priority signalization can be installed.

Objective 9

The City shall continue to assess transportation impacts in both residential and non-residential areas .

Policy 9.1 Applicants to the DRC shall submit a traffic impact analysis to the City prepared by Broward County or a registered Florida engineer complying with the requirements contained within the City's Unified Land Development Regulations under the following circumstances:

- 1. More than one thousand (1,000) daily trips are generated by the proposed development,
- 2. Less than one thousand (1,000) daily trips are generated with twenty percent (20%) of the trips either arriving or departing within one-half (1/2) hour, or;
- 3. Less than one thousand (1,000) daily trips are generated but the development has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one (1) hour period.

Policy 9.2 Per the Level of Service process identified in Policy 8.2, review of development approvals affecting any City Collector roadway segments within the City, regardless of location relative to the TCEA, DRC review

shall continue to require that impacts upon residential neighborhoods and commercial areas are minimized, and may result in mitigation measures deemed necessary by the City Engineering department may be required as a condition of approval. (9J-5.019 (c) 1)

Policy 9.3 Any proposal within the City Limits requiring submission of an Action Plan to Broward County shall also continue to require City approval. The applicant shall be responsible for filing the same Action Plan to the City. The Plan shall be reviewed and approved by the same entities required for Development permit approval. (9J-5.019 (c) 1)

Policy 9.4 Any proposal within the City Limits and outside the TCEA not requiring submission of an Action Plan to Broward County, and required to receive City DRC approval shall submit a trip generation analysis to the City DRC projects will continue to be reviewed for traffic impacts and neighborhood compatibility. If the project is located inside of the TCEA, accesses Residential Collectors and demonstrates impacts on neighborhood streets, a traffic impact study will be required addressing mitigation measures. If the approved traffic study indicates the need for the development of an Action Plan, the applicant shall be responsible for it's development. The Plan shall be reviewed and approved by the same entities required for development permit approval. Projects that are exempt from the DRC approval process are also exempt from submitting trip generation analysis and a traffic impact study. (9J-5.019 (c) 1)

Policy 9.5 An Action Plan should describe a program of improvements and/or innovative traffic management techniques that will mitigate project impacts and/or improve roadway operating conditions. The Action Plan should be based on engineering principles and methods or any other method acceptable to the City. The Plan should provide support documentation acceptable to the City detailing: plan effects, plan implementation; plan funding; and plan monitoring. Action Plans shall show concurrency with Broward County and the City when a project is located outside of the TCEA. Any necessary improvements or facilities will be made available concurrent to the impact of the development. (9J-5.019 (c) 1)

Objective 10

Coordinate the transportation system through participation in the TCC with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan and Florida Department of Transportation's Adopted Work Program. (9J-5.019 (b) 3)

Policy 10.1 The City shall continue to work with the State and County through the TCC and the MPO to insure that the Five-Year work programs and long range transportation plans of the State and County reflect the City's transportation needs.

- Policy 10.2 The City will continue to participate as a member of the MPO to monitor proposed, programmed and planned improvements.
- Policy 10.3 Maintain active, positive relationship with FDOT, Broward County, adjacent municipalities, and other relevant public and private entities in order to support and engage in cooperative funding of transportation improvements, as City finances permit.
- Policy 10.4 Solicit the expenditure of County Road Impact fees on facilities which best benefit the City of Fort Lauderdale through participation in the Metropolitan Planning Organization's Policy and Technical Coordinating Committee's.
- Policy 10.5 The City shall participate in the development of future plans of the Metropolitan Planning Organization (MPO) through its membership in the MPO and other intergovernmental coordination mechanisms.
- Policy 10.6 The City shall work with the MPO to formulate alternatives to the proposed roadway improvements contained in the Year 2025 Long-Range Transportation Plan Update which may negatively impact adjacent neighborhoods or businesses (i.e. Davie Boulevard and Cypress Creek Road).
- Policy 10.7 The City shall work with the MPO to obtain funding for the traffic calming/landscape improvements proposed for NE 15th and NE 18th Avenues.
- Policy 10.8 Within one year of the adoption of the Transportation Element, the City shall initiate the development of procedures for improving coordination of State, county, local and developer roadway construction projects to minimize conflicts created by, and congestion resulting from multiple projects. Procedures may include greater participation in the "Moving Broward" collaborative, which shares information about ongoing transportation-related projects.
- Policy 10.9 The City will initiate TCC and MPO requests to retain regional east-west roadway extension projects in the 2025 LRTP designed to alleviate congestion on multiple roadways.

Objective 11

Provide for private sector responsibility to include project related transportation improvements.

Policy 11.1 Maintain the requirements of developer sponsored funding of project-related transportation improvements through negotiation and/or application of project impact fees.

Policy 11.2 Allow developers to construct transportation improvements in lieu of impact fee donations.

Objective 12

The City shall coordinate its land development review process work with BCt to maintain Mass Transit Level of Service as peak hour transit service to 70 percent of all residences and employment locations within the City to serve considering to address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, to ensure safe and convenient public transit terminals, and coordination of transit and land uses. The City shall also provide information to BCt and Broward County to ensure and accommodation of the special needs of the transportation disadvantaged. (9J-5.019 (b) 4)

Policy 12.1 Through the City's Development Review Process, continue to pProvide information to the County and BCt regarding the proposed development of major future trip generators and attractors to ensure that transit LOS can be achieved, and so that necessary considerations can be included in future transit planning through provision of development proposal information as requested by BCt.

Policy 12.2 The City shall provide updated information as requested to BCt's Marketing Division Special marketing efforts should be performed by the County and TMA to ensure that eligible elderly and handicapped are aware of the existing transit services which have been developed to accommodate their demands.

Policy 12.3 The City shall contact BCt's Service Development and Marketing Divisions with requests for Provide special presentations as requested to neighborhood and civic associations to inform them about existing and planned transit service.

Policy 12.4 Transportation planning in the City shall give due consideration to the County's Program for Mass Transportation Services for Handicapped Persons.

Policy 12.5 Consistent with Future Land Use Element Objective 21 and Future Land Use Element Policy 6.1, the City's Unified Land Development Regulations (ULDR) shall continue to encourage mixed-use developments at appropriate locations, to enhance the livability of the City through fostering an attractive and functional mix of living, working, shopping and recreational activities which will feature~~provide innovative Unified Land Development Regulations which encourage mixed-use developments to enhance the liveability of the City through encouragement of an attractive and functional mix of living, working, shopping, recreational activities, walking and bicycle use, internal trip capture and design elements which facilitate transit access.~~

Policy 12.6 Consistent with Future Land Use Element policies 17.1 and 17.6, future industrial uses shall be concentrated near major transportation facilities, including highways, airports and seaports, to ensure adequate access via the multi-modal transportation system.

Objective 13

~~Amend t~~ The City's Unified Land Development Regulations (ULDR) shall continue to provide for the protection of existing and future rights-of-way from building encroachment as a part of the Development Review Process. (9J-5.019 (b) 5)

Policy 13.1 The City shall continue to protect existing or future transportation rights-of-way as identified by Broward County and provide for their acquisition, preservation, or protection through the development review process consistent with the Broward County Trafficways Plan and the Future Land Use Element of the City of Fort Lauderdale. (9J-5.019 (c) 4)

Policy 13.2 By February 1, 2006 , if Broward County has identified future public transit corridors in the City, the City shall coordinate with Broward County to establish measures requiring developments to provide sufficient right-of-way necessary to reserve land for existing and future public transit corridors. (9J-5.019 (c) 16)

Policy 13.3 Utilize the Broward County Trafficways Plan to preserve and acquire future mass transit rights-of-way and exclusive mass transit corridors. (Broward County Mass Transit Element 1989)

Policy 13.4 The City shall continue to include a traffic engineering review process for all proposed land development or redevelopment projects and requests for permits to utilize or access public right-of-way.

Policy 13.5 Continue to require conveyance of right of way, preferably through fee simple dedication, consistent with the City's Transportation Plan and/or the Broward County Planning Council's Trafficways Plan by application of all applicable Subdivision Regulations or other planning efforts.

Objective 14

The City of Fort Lauderdale shall continue to work with Broward County and other responsible authorities to coordinate the siting of new, or expansion of existing, ports, airports, or related facilities with the City's future land use, coastal management, and conservation elements. (9J-5.019 (b) 6)

Policy 14.1 The City shall continue to evaluate development proposals near Port Everglade and Fort Lauderdale-Hollywood International Airport relative to existing DRI agreements.

Policy 14.2 The City shall continue to work with Broward County to encourage the development of roadway and transit service improvements in coordination with the future needs of the Executive Airport and ports adjacent to the City including Port Everglades and the Fort Lauderdale-Hollywood International Airport. (9J-5.019 (c) 8)

Policy 14.3 The City shall continue to cooperate with other local municipalities, the South Florida Regional Planning Council and the State to establish strategies, agreements and other mechanisms to provide the areawide coordination necessary to implement the transportation, land use, parking and other provisions of the transportation element. (9J-5.019 (c) 11)

Policy 14.4 The City shall continue to coordinate the Executive Airport's Master Plan with the future land use, coastal management, and conservation elements. (9J-5.019 (c) 17)

Policy 14.5 Mitigate adverse structural and non-structural impacts from the Executive Airport upon adjacent natural resources and land uses. (9J-5.019 (c) 18)

Policy 14.6 Protect and conserve the areas designated as either LAPCs or NRAs within the Executive Airport which serve as habitats for gopher tortoises. (9J-5.019 (c) 19)

Policy 14.7 The City shall continue to help coordinate intermodal management of surface and water transportation within Port Everglades through its involvement in the MPO and the South Florida Regional Planning Council. (9J-5.019 (c) 20)

- Policy 14.8 The City shall work with the MPO to investigate alternative routes for cargo traffic into Port Everglades other than SR 84.
- Policy 14.9 Protect Fort Lauderdale Executive Airport and Port Everglades facilities from the encroachment of incompatible land uses during the review of land use amendments and development proposals. (9J-5.019 (c) 21)
- Policy 14.10 Develop and operate the airport in a manner which will mitigate any adverse effects of airport operations on the surrounding community, by implementing the recommendations contained in the Part 150 Noise Study and by complying with Broward County regulations concerning environmental issues and traffic. (9J-5.019 (c) 19)
- Policy 14.11 Consider amendments to the Unified Land Development Regulations to Protect airport facilities from the encroachment of incompatible uses consistent with Florida State Statute Section 333.03.
- Policy 14.12 Protect the airport from the encroachment of incompatible land uses and zoning by advising the adjacent municipality and the public on such issues. (9J-5.019 (c) 21)
- Policy 14.13 Protect adjacent properties from incompatible uses on airport property by public notice on airport development and through representation of the adjacent municipality on the Airport Advisory Board. (9J-5.019 (c) 21)
- Policy 14.14 Work in continued cooperation with regional agencies toward protecting the existing natural resources of the City. (9J-5.019 (c) 19)
- Policy 14.15 Planning for future facilities shall consider the adverse impacts of structural and non-structural improvements upon adjacent natural resources and shall comply with Broward County regulations concerning the environment. (9J-5.019 (c) 18)
- Policy 14.16 In compliance with the City of Fort Lauderdale Code of Ordinance (Sec. 7-15), the erection of any building, smokestack, chimney, flagpole, tower, derrick or other structure or appurtenance of any kind or character within the City, as applicable, is required to comply in with Part 77, Title 14 of the Code of Federal Regulations entitled "Objects Affecting Navigable Airspace" and requires advanced written approval from the Federal Aviation Administration (FAA).

Objective 15

The City of Fort Lauderdale shall continue to coordinate the surface transportation access to the Executive Airport and other ports adjacent to the City with the traffic circulation system shown on the Transportation map series. (9J-5.019 (b) 7)

Policy 15.1 Continue to control connections and access points of driveways and roads to roadways to the Executive Airport. (9J-5.019 (c) 2)

Policy 15.2 Participate in regional initiatives to maintain and improve access to Port Everglades, consistent with the requirements of the U.S. Department of Homeland Security.

Objective 16

The City of Fort Lauderdale shall continue to coordinate with any ports, airports, or related facilities plans of the appropriate ports, airports or related facilities provider, United States Army Corps of Engineers, Federal Aviation Administration (FAA), Broward County Metropolitan Planning Organization, military services, or resource planning and management plan prepared pursuant to Chapter 380, F.S., and approved by the Governor and Cabinet, the Florida Department of Transportation 5-Year Transportation Plan, and the Continuing Florida Aviation System Planning Process as adopted. (9J-5.019 (b) 8)

Policy 16.1 Coordinate with the Florida Department of Transportation and the Broward County Metropolitan Planning Organization to insure the City's transportation priorities are reflected in the five-year work programs.

Policy 16.2 Utilize airport and industrial airpark revenues, FDOT funds and FAA funds to develop aviation infrastructure and support improvement as detailed in the Support Documents.

Objective 17

The City will continue to ensure that access routes to the Executive Airport and the access routes in the City for Port Everglades are properly integrated with other modes of surface or water transportation. (9J-5.019 (b) 9)

Policy 17.1 Continue to participate in regional planning studies to address the access needs of Port Everglades.

Policy 17.2 Coordinate management of intermodal transportation needs when the Executive Airport's Master Plan is updated and during the capital improvement planning process.

Objective 18

The City will continue to investigate alternative roadway designs which accommodate vehicles without jeopardizing the surrounding uses.

Policy 18.1 Continue to promote traffic calming to reduce negative neighborhood impacts associated with local roads.

Policy 18.2 Consider the implementation of the alternative designs for the SR 84 Corridor proposed during the public Charrette.

Objective 19

The City will continue to accommodate water-oriented multi-modal connections.

Policy 19.1 The City shall continue to permit the water taxi to operate in the City for the use of residents and tourists.

Policy 19.2 The City shall work with BCt to expand existing bus connections to the water bus which operates along the Intracoastal Waterway.

Objective 20

The City will work with the County to ensure transportation and safety improvements are developed in conjunction with the City and existing port facilities.

Policy 20.1 The City will continue to work with the County to coordinate transportation planning with land use planning and the appropriate local planning agency.

Policy 20.2 The City shall continue to consider the Port Everglades Master Plans in writing and amending the Transportation Element.

Objective 21

The City shall implement the transportation recommendations of the RAC Subarea Mobility Study and the Downtown Urban Design Master Plan to ensure a transportation system that recognizes the multimodal transportation needs of the Downtown Regional Activity Center.

- Policy 21.1 The City, after adoption of the Transportation Element, will review and modify, as appropriate, its land development regulations relative to the recommendations outlined in the RAC Subarea mobility study and the Downtown Urban Design Master Plan.
- Policy 21.2 The City shall continue to evaluate the need to change current plans and requirement in line with the recommendations outlined in the RAC Subarea mobility study and the Downtown Urban Design Master Plan.
- Policy 21.3 The City shall make recommendations to the county to ensure the removal of conflicting recommendations outlined in the RAC Subarea mobility study and the Downtown Urban Design Master Plan.
- Policy 21.4 The City shall coordinate with county and state transportation agencies the need to change future plans and requirement in line with the recommendations outlined in the RAC Subarea Mobility Study and the Downtown Urban Design Master Plan.

Appendix

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies**

Rule 9J-5.019 (4) Elements		Executive Summary GOP's
(a) The element shall contain one or more goal statements which establish the long-term end toward which transportation programs and activities are ultimately directed.		"Maintain a balanced multimodal transportation system which supports the Future Land use pattern of the City and meets the needs of the City's residents, visitors and workers in a safe, efficient, convenient and aesthetically pleasing manner."
(b) The element shall contain one or more specific objectives for each goal statement which address the requirements of Subsection 163.3177(6)(j), Florida Statutes, and which:		
1	Provide for a safe, convenient, and energy efficient multimodal transportation system;	Objective 1 Objective 2 Objective 3 Objective 5 Objective 17 Objective 18 Objective 19
2	Coordinate the transportation system with the future land use map or map series and ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed t	Objective 5 Objective 6 Objective 7 Objective 8 Objective 9 Objective 11 Objective 18
3	Coordinate the transportation system with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan and Florida Department of Transportation's Adopted Work Program; and	Objective 4 Objective 10 Objective 16 Objective 20
4	Address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit terminals, land uses and accommodation of the special needs of the transportation disadvantaged.	Objective 12 Objective 17 Objective 19
5	Provide for the protection of existing and future rights-of-way from building encroachment.	Objective 13

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies**

6	Coordinate the siting of new, or expansion of existing, ports, airports, or related facilities with the future land use, coastal management, and conservation elements.	Objective 4 Objective 14
7	Coordinate the surface transportation access to ports, airports, or related facilities with the traffic circulation system shown on the traffic circulation maps or map series.	Objective 4 Objective 6 Objective 7 Objective 15
8	Coordinate with any ports, airports, or related facilities plans of the appropriate ports, airports or related facilities provider, United States Army Corps of Engineers, Federal Aviation Administration, metropolitan planning organization, military services, or resource planning and management plan prepared pursuant to Chapter 380, F.S., and approved by the Governor and Cabinet, the Florida Department of Transportation 5-Year Transportation Plan, and the Continuing Florida Aviation System Planning Process as adopted.	Objective 4 Objective 6 Objective 7 Objective 14 Objective 15 Objective 16
9	Ensure that access routes to ports, airports, or related facilities are properly integrated with other modes of surface or water transportation.	Objective 14 Objective 15 Objective 20
10	For multimodal transportation districts established pursuant to Section 163.3180(15)(a) and (b), F.S., provide for a safe, comfortable and attractive pedestrian environment with convenient interconnection to public transportation.	Objective 14 Objective 15 Objective 20

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies (cont.)**

Rule 9J-5.019 (4) Elements		Executive Summary GOP's
(c) The element shall contain one or more policies for each objective which address implementation activities for the:		
1	Establishment of level of service standards at peak hour for roads and public transit facilities within the local government's jurisdiction as specified in Subparagraph 9J-5.007(3)(c)1. and 9J-5.008(3)(c)1. of this Chapter. For facilities on the Florida	Policy 2.25 Policy 7.1, 1-4 Policy 7.2, 1-6 Policy 7.3, 1-7
2	Control of the connections and access points of driveways and roads to roadways;	Policy 1.1 Policy 1.5 Policy 5.1 Policy 5.2 Policy 13.4 Policy 15.1
3	Establishment of parking strategies that will promote transportation goals and objectives;	Policy 1.7 Policy 2.22 Policy 3.1 Policy 3.9 Policy 4.8 Policy 5.1 Policy 5.2 Policy 8.1, 2 Policy 8.1, 8 Policy 8.2, 10 Policy 8.2, 2 Policy 8.2, 5 Policy 8.2, 7 Policy 8.2, 8 c

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies (cont.)**

Rule 9J-5.019 (4) Elements	Executive Summary GOP's
<p>4 For existing or future transportation rights-of-way and corridors designated in the local government comprehensive plan, establish measures for their acquisition, preservation, or protection;</p>	<p>Policy 3.11 Policy 4.6 Policy 4.8 Policy 13.1 Policy 13.2 Policy 13.3 Policy 13.4 Policy 13.5</p>
<p>5 Establishment of land use and other strategies to promote the use of bicycles and walking;</p>	<p>Policy 1.1 Policy 1.2 Policy 1.8 Policy 2.18 Policy 2.19 Policy 2.20 Policy 2.21 Policy 2.23 Policy 2.24 Policy 3.7 Policy 4.9 Policy 7.6 Policy 8.1, 5 Policy 8.1, 7 Policy 8.2, 11 Policy 8.2, 4 Policy 8.2, 6 Policy 8.2, 9 Policy 12.5</p>
<p>6 Establishment of transportation demand management programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the community and region;</p>	<p>Policy 2.11 Policy 2.19 Policy 2.2 Policy 2.5 Policy 3.1 Policy 3.2 Policy 3.7 Policy 3.10 Policy 8.1, 1 Policy 8.1, 11 Policy 8.1, 2 Policy 8.1, 3 Policy 8.2, 2 Policy 8.2, 7 Policy 8.2, 8 a-c</p>

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies (cont.)**

Rule 9J-5.019 (4) Elements		Executive Summary GOP's
7	Establishment of transportation system management strategies as appropriate to improve system efficiency and enhance safety;	Policy 1.2 Policy 1.11 Policy 1.14 Policy 3.2 Policy 8.1, 1-13
8	Coordination of roadway and transit service improvements with the future needs of seaports, airports, and other related public transportation facilities;	Policy 1.16 Policy 2.8 Policy 2.13 Policy 2.14 Policy 2.15 Policy 2.17 Policy 4.2 Policy 8.1, 11 Policy 8.2, 5 Policy 12.6 Policy 14.2 Policy 14.7 Policy 14.8 Policy 15.1 Policy 15.2 Policy 17.1 Policy 17.2 Policy 19.2
9	Establishment of land use, site and building design guidelines for development in exclusive public transit corridors to assure the accessibility of new development to public transit;	Policy 2.7 Policy 4.1 Policy 4.2 Policy 4.3 Policy 4.5 Policy 4.6 Policy 7.2, 3 Policy 12.6 Policy 13.2 Policy 13.3
10	Establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, automobile occupancy rates;	Policy 8.1, 2 Policy 8.2, 8 a-c Policy 8.2, 9 Policy 9.1, 1-3 Policy 7.1, 1-4 Policy 7.2, 1-6

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies (cont.)**

Rule 9J-5.019 (4) Elements		Executive Summary GOP's
11	Establishment of strategies, agreements and other mechanisms with applicable local governments and regional and state agencies that demonstrate the areawide coordination necessary to implement the transportation, land use, parking and other provisions of	Policy 1.14 Policy 1.6 Policy 2.1 Policy 2.8 Policy 2.15 Policy 3.1 Policy 3.2 Policy 3.3 Policy 3.4 Policy 4.1 Policy 4.2 Policy 4.3 Policy 8.1, 10 Policy 10.1 Policy 10.3 Policy 13.2 Policy 14.3 Policy 14.7 Policy 14.14 Policy 15.2 Policy 16.1
12	A coordinated and consistent policy with the future land use element to encourage land uses which promote public transportation in designated public transportation corridors;	Policy 2.7 Policy 4.1 Policy 4.3 Policy 4.2 Policy 12.5 Policy 12.6 Policy 13.1
13	Establishment of strategies to facilitate local traffic to use alternatives to the Florida Intrastate Highway System to protect its interregional and intrastate functions; and	Policy 2.4 Policy 3.8 Policy 7.7 Policy 8.3

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies (cont.)**

Rule 9J-5.019 (4) Elements	Executive Summary GOP's
<p>14 Development of strategies to address intermodal terminals and access to aviation, rail and seaport facilities.</p>	<p> Policy 1.16 Policy 2.5 Policy 2.8 Policy 2.13 Policy 2.15 Policy 2.16 Policy 2.17 Policy 2.22 Policy 2.24 Policy 2.24 Policy 4.2 Policy 7.2, 3 Policy 8.1, 11 Policy 8.2, 5 Policy 12.6 Policy 14.2 Policy 14.7 Policy 14.8 Policy 15.2 Policy 17.1 Policy 17.2 Policy 19.2 </p>
<p>15 Provision of safe and convenient on-site traffic flow, considering needed motorized and non-motorized vehicle parking.</p>	<p> Policy 1.7 Policy 1.8 Policy 2.19 Policy 2.22 Policy 5.1 Policy 5.3 Policy 5.5 </p>
<p>16 Establishment of measures for the acquisition and preservation of existing and future public transit rights-of-way and exclusive public transit corridors.</p>	<p> Policy 13.1 Policy 13.2 Policy 13.3 </p>
<p>17 Promotion of ports, airports, and related facilities development and expansion consistent with the future land use, coastal management, and conservation elements.</p>	<p>Policy 14.4</p>
<p>18 Mitigation of adverse structural and non-structural impacts from ports, airports, or related facilities upon adjacent natural resources and land uses.</p>	<p>Policy 14.5</p>

**Rule 9J-5.019 (4) Index of Requirements
for Transportation Goals, Objectives and Policies (cont.)**

19	Protection and conservation of natural resources within ports, airports, and related facilities.	Policy 14.6 Policy 14.10 Policy 14.14
20	Coordinated intermodal management of surface and water transportation within ports, airports and related facilities.	Policy 14.7
21	Protection of ports, airports, or related facilities from the encroachment of incompatible land uses.	Policy 14.9 Policy 14.12 Policy 14.13
22	For multimodal transportation districts established pursuant to Sections 163.3180(15)(a) and (b), F.S., provide an interconnected network of streets and related facilities, such as sidewalk condition, availability and connectivity, street crossing convenience, transit proximity to origins and destinations, convenience and reliability of transit facilities, and roadway conditions for bicycles including lane width, surface condition, and separation from motor vehicle traffic, so as to promote walking and bicycling that is coordinated with land uses and other community design features and ensures convenient access to public transportation.	Policy 7.7 Policy 12.5 Policy 12.6 Policy 13.4 Policy 13.5 Policy 17.1

Source: Walter H. Keller, Inc.

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